# RACING AT PHILADELPHIA

Grand Spring Running Meeting of the Point Breeze Park Association.

A Fine Attendance, Good Weather and an Excellent Track.

FIVE CAPITAL RACES.

James A., Mary, Learnington Second, General Harney and Rummy the Winners.

Course yesterday afternoon, which was largely at-mended by people from all sections of the country, and e of the association who are responsible for the cess of the undertaking. Everything passed off surably and all the racing was of the first quality, course at Point Breeze has undergone great ges since last year, a new grand stand having been built and many other improvements have taken place that will make the place popular with ladies as well as

Five races were run during the afternoon, the first Inaugural Stakes, for all ages, a dash of one mile and a haif, which was won by Mr. P. Lorillard's James A.; the second the Reform Club Stakes, for three-year-old fillies, which was captured by Oden lowie's Mary; the third a dash of three-quarters of a nile, which was won by J. H. Raccy's Leamington sec-nd; the fourth two-mile heats, which was won by W. ackeland's General Harney (entered in Cap-sin Cottrell's name), and the fifth a gen-leman's steeplechase with backs, which was ne of the best steeplechases that has taken place a America, where gentlemen exclusively were in the addle. There were four starters, and the horses were ent over the burdles and walls in a manner seldon . There was only one fall, and that was a light one. siter the last jump had been taken by Mr. Robinson, Jr., and R. S. Heldekoper, who were at the last hurdle side and side; but when he landed Mr. Robinson's ment victory seemed in his hands. Such races should be encouraged, as there are just as many fine genileen cross country riders willing to ride as there are rolessionals, and the gentlemen seem to be the better

The inaugural Sweepstakes was for all ages, \$50 entrance, balt forfeit, the association to add \$500, of which \$100 was to go to the second horse; maidens alowed, if 3 years old, 3 lbs.; if 4 years old, 7 lbs.; if 5 rears old and upward, 12 lbs. One mile and a half. re old and upward, 12 los. One mile and a half, re were originally twenty-six subscribers, of which ober six sent borses to the post. They were orillard's bay colt James A., by Leamington, dam den, 4 years old, 108 lbs.; Dennis McCarthy's staut colt Glasgow, by War Dance, dam by Joner, 3 years old, 90 lbs.; Oden Bowie's chestout Stoner, 3 years old, 90 lbs.; Oden Bowie's chestnut cott Ore Knob, by Dickens, dam Slippor, 4 years old, 108 lbs.; E. A. Clabaugh's bay colt Piccolo, by Concord, dam Maudins, 5 years old, 106 lbs.; E. J. Baldwni's bay horse Grinatead, by Gilroy, dam Sister to Euric, 5 years old, 114 lbs.; D. McDaniel's chestaut mare Madge, by Australian, dam Alabama, 5 years old, 111 lbs. James A. was a great favorite, Ore Knob second choice, Piccolo third; the others, as a field, very cheap. Grinstead, the old favorite, locked too fat for the work better him. James A. made a capital race and won easily; Piccolo second, Ore Knob third. Madge behaved badly.

Ore Knob was first off at the dropping of the fias, Madge second, James A. third, Grinstead fourth, Pigcole fifth, Glasgow left at the post for some time after the others started. When the horses thed the three-quarter pole Madge was wing the way, Ore Knob second, James A. d, Grinstead fourth, Piccolo Efth, Glasgow sixth. the norses ran at a good pace up the homestretch and when they passed the judges' stand Madge was leading wo lengths, Ore Knob second, a head in front of James L., the latter a neck in advance of Grinstead, Piccolo was in front until she reached the quarter pole, but there she gave it up and James A. jumped in front of her and led a length to the half-mile pole, Madge second, a neck in advance of Grinstead, who was half a length in front of Ore Knob, Piccolo fifth, Glazgow far away. lace, Ore Kuob third, Grinstead fourth, Madge fifth, Glasgow out of the race entirely. A good run home, and James A. passed the stand on a center, a winner by a length, Piccolo second, two lengths in advance of bre Knob, the latter three lengths in advance of Grin-sted, who was four lengths ahead of Madge, the latter being 100 yards in front of Glasgow. Time of the mile

and a half, 2:42%.

The second race was the Reform Stakes, for filles, three years old; winners of any single three-year-old sweepstakes race of the value of \$2,000 or upwards, b lbs. extra; \$50 entrance, play or pay; the Association to add \$500, of which \$100 to the second filly, the third to save her stake; the Reform Club to add \$300. One mile and a quarter. There were twenty-three nomina-These were D. McDaniel's chestnut filly Sister of Mercy, by War Dance, dam Sister of Charity; and the These were D.

Mercy, by War Dance, dam Sister of Charity; and the Mercy, by War Dance, dam Sister of Charity; and the Brown Dick, dam by Albion; P. Lorillard's bay filly Tigress, by Leamington, dam 'Felicity; J. R. Gibnoy's chestnut filly Love Chase, by Leam.

J. R. Gibnoy's chestnut filly Love Chase, by Leam.

Henricita Welch; J. Beven's chestnut filly J. R. Gibnoy's chestnut filly Love Chase, by Leamington, dam Henrietta Welch; J. Beven's chestnut filly Hattie F., by Leamington, dam Bonnie Doon; Lewis & Do. s chestnut filly Lady Clipper, by Hunter's Lexington, dam Carrie Crosby; A. Barnes' bay filly Phebe H., by Rogers, dam Sunshine; Oden Bowie's chestnut filly Mary, by Dickens, dam My Maryland. Lady Clipper was the favorite, Tigross the second choice, McDaniel's third, the field fourth, which had in it the winner.

Mary, by Dickens, dam My Maryland. Lady Clipper was the favorite, Tigress the second choice, McDaniel's third, the field fourth, which had in it the winner.

Lady Clipper was first away, Phebe H. second, Pigress third, Rattie F. fourth, Sister of Mercy fifth, Love Chase sixth, Mary seventh, but they were all very close together. They came up the homestretch at a rather rapid rate, and as they passed the judges' stand Jeonie L. was leading by a head. Love Chase second, Phobe H. third, Lady Clipper fourth, Hattie F. fifth, Tigress sixth, Sirder of Mercy seventh, Mary eighth. Going around the upper turn Phebe H. thowed the way by haif a length, Love Chase second, Tigress third, Lady Clipper fourth, Hattie F. fifth, the others in a bunch. At the half-mile pole Phebe H. was still in front, Hattie F. second, Lady Clipper third, Jeonie L. fourth, Mary fifth, Love Chase sixth, Tigress seventh, Saster of Mercy eighth. Going around the bretturn Lady Clipper went to the Iront, and at the Ihrse-quarter pole led by a length; but as she came into the homestretch Mary dashed through the others and came to the Iront very quickly. She in a few moments had a commanding lead, and galloping up the homestretch away from the others, won the race by half a dozen lengths; Tigress second, a length in advance of Lady Clipper, Phebe H. fourth, Sister of Mercy fifth, Hattie F. sixth, Jennie L. seventh, Love Chase eighth, Time, 2:17.

The third race was a assh of three-quarters of a mile for madena of all ages, \$180 to the first horse and \$50 to the second. For this event seven came to the post. These were H. Quicklall's cheatunt gelding Durango, by lack Malone, dam Fannie Barrow, 3 years old, 87 be; f. Loritlard's brown coit Sangara, by Beadsman, dam imp. Girssol, 4 years old, 108 bs; f. B. McLannel's thesituat coit by Exchequer, dam by Jeff Davis, 4 years ld, 108 bs; g. T. B. & W. R. Davis Chestinut coit by Exchequer, dam by Jeff Davis, 4 years ld, 108 bs; g. T. B. & W. R. Davis Chestinut coit was first away, the Exchequer colt second, P

the finish. The last line was wer in 17-52, and the heat in 3:40-24.

Second Heat.—General Harney was then the favorite at 4 to 1 over the field. Klidare made running from the start, and succeeded in taking the lead at once, General Harney second, Shylock third. Going around the upper turn Klidare lea two lengths, which he carried to the quarter pole, General Harney second, four lengths in advance of Shylock. At the half-mile pole Klidare led two lengths, Harney two lengths ahead of Shylock. There was no change around the lower turn, and the horses entered the homestretch two lengths apart, Klidare leading, General Harney second, Shylock third. When the horses passed the stand Klidare had the best of u by half a length, Harney three lengths in

There was no change around the lower turn, and the horses entered the homestroich two lengths apart. Kildare leading, General Harney second. Shylock third. When the horses passed the stand Kildare had the best of a by half a length. Harney three lengths in front of Shylock, at which time the old horse was laboring severely. Going into the second mile General Harney beat 'Kildare around the upper turn and showed his head in tront of the quarter pole, Shylock six lengths behind and hopolessly beaten, as he was being urged to his atmost at that time. General Harney had a lead of a length and a half at the half-mile pole, and both his opponents were evidently beaten, and he had nothing further to do but come on and win the race. This he did in the gamest manner, winning the heat and race by six lengths, Kildare second, a dozen lengths in tront of Shylock. Time, 3:42½.

The fifth race was the Hunter's Plate, a steeplechase for horses not thoroughbred, that have been used as hunters or backs, and owned in Philadelphia or vicinity six months prior to date of entry; one mile and a half over a fair hunting country; weights 150 lbs, overweight allowed if declared; gentleman riders; entrance \$15; three to enter and two to start, \$300, or a piece of piete of that value, at the option of the winner, to first horse; entrance mency to second. There were four entries, comprising Charles H. Townsend's bay gelding Rummy, aged, 150 lbs, ridden by nominator; R. S. Heidekoper's black gelding Artagorkes, ridden by nominator; Daniel Bray's brown gelding Jackson, 158 lbs, ridden by M. Robinson, Jr., and J. Gardner's chesticut gelding Aubrey, 150 lbs, ridden by C. E. Ashburner. There was no betting on this event, as it was such a novelty in Philadelphia that the people did not seem to do anything further tona look on, as they expected several of the gentlemen to be thrown and a grand burlesque throughout. Those who made such calculations were greatly surprised to see ine fine riding and exquisite management of the horses that the gentl

aryland......(Holloway) .oriliard's b. f. Tigress, by Leamington, dam Rem reseless. (Barbee)
A. B. Lowis & Co.'s ch. I. Lady Chipper, by Hunte 's
Lexington, dam Carrie Grosby. (Walker)
W. Cottrill's (A. Barues') b. I. Phebe H., by Rogers,
dam Sanahus.

THE BEACON PARK MEETING.

The first race was for horses of the 2:38 class for a purse of \$500; \$250 to first-horse, \$125 to second \$75

9	B. g. Gray Bill 1 1 2 4
ı	Bik. m. Georgie M 3 5 1 1
	G Hazor 4 2 3 2
	S. h. Golofinder 6 4 4 3
9	Br. m. Rose Standish 2 3 5 dis
	G. m. Jennie 5 6 dr.
	Time, 2:30 \( -2:30 -2:31 -2:3 \( \) \( -2:32 \)
	SECOND RACE-For horses of the 2:24 class. Purs
	\$1,500; \$750 to first, \$350 to second, \$250 to third
	\$150 to fourth.
	B. h. Commonwealth 2 1 1
	The same of the sa

FLEETWOOD PARK.

FIRST DAY OF THE JUNE TROTTING MEETING ALECK AND CLOVER THE WINNERS

The regular June trotting meeting at Fleetwood Park was successfully inaugurated yesterday. One incident of note was the absence of pool selling. For years the pool selfer and the betting fraternity have occupied the lower portion of the grand stand on race days, but Mr. Barnard, the new President of the Park, decuning the owever, provided another place for the auctiones ad his clerks just above and at the side of the grand and his clerks just above and at the side of the grand-stand. The betting men, or rather some of them, objected to any innovation in this respect, and refused to buy pools unless the auctioneer returned to his old location. To this end they sent a representative to the President, apprising him of their determination. Mr. Barnard politely refused to follow in the old rut, saying that the new pool stand was pleasantly located, and that the selling and buying must be done there or not at all. The result-was that there was no betting, and before the first race demanded by the visitors to the park, the majority of whom go there to see the trotting and not to speculate,

There were two events on the card, the first being a purse of \$400 for horses that never beat 2:50, mile heats, three in five, in harness. Of twelve entries ten came to the score, these being J. P. Glibert's sorrel mare Lucine, Thomas O'Conner's bay gelding Jim Maffit, John Murphy's black gelding Aleck. John Langan's chestnut gelding Major Lambert, O. S. Bailey 'asorrel mare Sarah, James N. Chandler's roan mare Lee, J. H. Hayward's bay gelding Little Mary, J. E. Jarvis' black mare Jennie. Benjamin Mace's bay gelding Vermont mare Jennie, Benjamin Mace's bay gelding Vermont and I. A. Denton's bay gelding J. M. Oakley. Aleck won the race in three straight heats. Vermont took second and Oakley third money. Major Lambert was

The attendance at Sea View Park trotting grounds, Staten Island, yesterday, was very small, and the sport afforded very unsatisfactory.

TROTTING AT SEA VIEW PARK.

SEA VIRW PARK, NEW DORP, STATEN ISPAND, JUNE 24, 1876.—Purse \$200, for horses that have ever beaten 2:51; mile heats, best three in five, in harness.

E. H. Heard's b. m. Maud Miller... 2 2 2 2 1 1 1 G. Wright's b. g. Unknown... 3 3 1 1 2 2 3 D. Smith's g. m. Ada Clifton... 1 1 3 3 3 3 2 J. Brown's b. m. Annie R. .... dr.

J. Brown's b. m. Annie R. .... dr.

J. E. Jarvis' blk. m. Jennie... dr.

E. Coll's b. g. John... dr.

F. Russell's b. g. Ned... dr.

MINIATURE YACHTING.

The bi-weekly regatts of the Prospect Park Model Yacht Club took place at Prospect Park yesterday, on the pretty little lake set apart for the evolutions of the "ponies," in the presence of quite a numerous as-semblinge. There was a fresh breeze blowing from about south southwest during the afternoon, and on account of the direction of the wind the course was made from the dam, at the east end of the lake, to the black path, at the west end, thus making the longest course that could be laid out on the lake. There were two prizes offered by Commodore Conklin, in the shape of a silver butter knife, and a sugar spoon of the same material. The following boats entered to com-

The start on the first heat was made as follows:—

H. M. S.

Little Gat......3 53 00 Young Greek... 3 53 00
Republic......3 52 00 Robert Centre... 3 53 00
Lizzie.......3 52 30

All the boats went off on the port tack and for a short time sailed along very evenly, none having any advantage. The first tack was a long one by each boat. The Republic was the first to go about, and when she headed around for the south shore she led the fiect, The second tack was the losing one, and probably for that reason the Robert Centre held on to her port tack before she went in stays. This proved an advantage to her, and she gave promise of soon taking a place in the front rank, but, unfortunately, just after going around

SHE COLLIDED WITH THE YOUNG GREEK,

a place in the front rank, but, unfortunately, just after going around same collidate with the Young Greek, which lost for her all chance of victory. A pretty scratch between the Republic and Millie was going on near the south shore at this time, but the Republic seemed to have the best of it. A second disaster occurred during this heat by the Lizzie's carrying away her bowsprit by a collision with the boat which carried her crew. The Republic finally came in the winner of this heat, making the prescribed distance in 10m. followed by the Little Gat two minutes later. The Centre, Lizzie and Young Greek came in in the order named.

Gat.

A number of other boats were out during the aftermoon, among them the Cornelia, Captain Cole; the Robert Coiyer, Captain A. Dayton; the Frank, Captain
F. Wyant; kittle H., Captain Baker, and the Comet,
Captain Morris. Several scrub races were has between
these vessels, and, as there was pienty of wind, they
were all interesting. The sport is certainly growing
in popularity, if the increasing number of lookers on,
who gathered about the shores of the lake on Saturday atternoon, is any criterion. Some of the lattles
bring opera glasses with them, that they may watch
more closely the movements of the yachts.

Next Saturday attornoon the American Model Yacht
Club will hold a regatta.

# THE COLLEGE REGATTA.

Columbia's University and Freshman Crews at Saratoga.

HOW THE MEN LOOK AND FEEL

AGE, WEIGHT AND HEIGHT OF EACH.

Fifteen representatives from Columbia College ar-rived here last evening and this morning were escorted to their old quarters, at Engrem's, on Saratoga Lake, where they will remain until after the regatta. This evening the crows—University and Freshman—were out for their first practice pull; and thus the blue and white have settled down to one mouth's bard work, a write have settled down to one month's hard work, a preparation necessary for the eventful struggle of the 19th of July. These men from New York look well, and, best of all, are in excellent spirits. Hopeful for the future and confident that a painstaking discharge of their self-imposed duties will not fail of a generous of their self-imposed duties will not fail of a generous appreciation by their fellow citizens and fellow students, they have come to this place for the third time. The end in view is victory. Hardly any other college in the land has such an exceptionally good boating record as Columbia. Once her boys were winners, and in all her other intercollegiate contests they finished so creditable that manyly that manyly that manyly commendation followed that naught but universal commendation followed their efforts. Though young in the list of those institutions seeking aquatic honors, Columbia has the rare faculty of making but little pretension, yet she has so bearing away the honors of the coming battle. Con about the chance which Columbia this year possesses, and much of this has been gossipped and rumored and hurriedly scrawled to serve no purpose. Why there should be a feeling among outsiders that this six, simply because they are from New York, should be the victors in the coming regatta, is beyond the possibi victors in the coming regatta, is beyond the possibility of my comprehension; yet such superstition exists, and with many who should know better it is difficult to make them concede that any other crew has a chance in the contest. The carsmen themselves have no such idea, and Captain Goodwin speaks rather hesitatingly about the result. "We don't know, of course, what the result will be," said he; "that just now is not given any consideration; we came here to work and work we will, honestly and conscientiously, to the end." Here's the keynote to Goodwin's efforts. His management of the crew has been most judicious and consistent, and, win or lose, he will have throughout done all that a captain and stroke could do. The men are powerful and standing work and training as well as could be wished. Not another college of the seven that may compete this year has any better prospects than this, if tried carsmen amount to anything. The crew of '75, man for man and date has been obliged to pass the ordeal of a trial, an unusual occurence, but one which Columbia's friends think the cause of much congratulation. Certainly the fact that time and a more extended ex-perience has not required the least change is a source

will be freely extended them.

All winter long and throughout the spring the is difficult in such a centre of excitement and gayety as New York, in the season of cold weather, invariably is, for men to so satisfactorily train as in towns and villages where there is less of fashion and fewer means of social enjoyment.

of satisfaction. Superior preliminary conditions are nover to be thrown away, and with care the crew

race in fine form and trim, and in the winding-up rush, if they should push the nose of their shell first across the finish, the hearty applause of a generous public

Captain that he had much to do, even if the boat con-tained the six man that finished just eleven seconds heterogeneous elements existing in new crews was not required, but it was found that the men had forgotten one important and vital element of success, and that is, the gradual habituation of each man's rowing to his brother's, and all to that of the stroke. Hard rowing brother's, and all to that of the stroke. Hard rowing was not desired at that early period, but it was essential that the carsmen should not pull a careless stroke, which it was found they did. To eradicate this great evil Goodwin bent his mind, and daily he endeavored to impress upon the occupants of the shells that "perfect steadiness and equability of stroke were the grindstones which polish down the crude angularities of uneven elements of work." To say that perfect success has

even beyond belief, is Goodwin's idea, and a good idea it is.

From six to eight miles a day was the average work of the six on the Harlem, with a shorter built in a four-our and pair. Here at Saratoga, this fixed resort of undergraduate muscle, they will doubtless be out marning and ovening, or at other times when the water permits. The work on the lake has been fully marked out by Captain Goodwin, and will only be deviated from by force of uncontrollable circumstances. He desires to more thoroughly impress agon his men the right application of the ends of training, showing that they train, not merely to reduce weight, nor for discipline and regularity's sake, but for this purpose—that every man may be fairly equal to his task; yea, and be superior to it, leaving some energy to spare after he has rowed his best and has put into his our all the power that he possessed. Perfection in training means that a crew, having become one uniform machine, row steadily over a three-mile course from first to last, and the last mile better than the first, with a power of quickening still resident in them, reserved for an emergency. This is what Goodwin is working for, and there is no doubt but that he will accomplish much toward the hoped for result. Not that he has so expressed himself; but Infer that he is hearily grad to be up here on the 'ake with the quietude of night upon everything round about. The men, as they sat in the shell last inght and will occupy it in the race, barring accident, are as under:—

Age. Height. Weight. Bow-H. Y. Castner, Brooklyn, No. 2—Char, es Eldridge, Mamar-oneck, N. Y. 20 No. 3—H. G. Hilton, Jr., New 

colly.

SINGLE SCULLER.

Columbia's single sculler will be Mr. F. D. Weeks, '77, of New York. This gentleman is 22 years old. 5 feet 6 inches in height, and weighs at present about 135 lbs. He has been rowing less than a year, but if all goes harmoniously with him the, man that beats home the blue and white will have been rowing all the way down the lake. Weeks' hoat of paper is 23 feet long, 10 inches wide, and weights 24 ibs.

DARTMOUTH COLLEGE CREW.

HANOVER, N. H., June 24, 1876. The Dartmouth College six has at last been disbanded and they will not visit Saratoga to take part in the in-tercollegiate regatta of July 19.

GRAMERCY CLUB RACE.

The monthly two-mile race for the championship of be Gramercy Boat Club was rowel yesterday afternoon on the Bariem River. The course was from Gates' dock to High Bridge. The contestants were was a favorite at the beginning of the race, notwith standing the fact that on the 10th inst. Weich bear standing the fact that on the 10th inst. Weich beat him in a race for the one-mile championship. At the start he took the lead. Spitzka followed him and Weich got away last. Mills had the middle position, Spitzka had the New York side and Weich the Westehester side of the river. The race was still fresh when Weich caught and passed Spitzka. At the Athletic Club grounds he passed Mills, and thence led him to the end. At Macounds Dam Mills was ten lengths behind Weich, and Spitzka turther. At this place Spitzka dropped out of the race. Mills kept on, but his efforts were weak. Weich grew away from him rapidly, and when the former passed the goal Mills was about a quarter of a mile behind him. The tide was against the rowers, but it was not strong. The time of Weich was 15m. 13s. Mills did not cross the score.

### ALCYONE BOAT CLUB.

The annual regatta of the Alcyone Boat Club took place yesterday. The course was from Huyler's Landlittle above Excelsior Park. The steamboat William Cook started from Jewell's dock, Brooklyn, at half-past ten and left pier No. 35, North River, at eleven o'clock As soon as the select party from Brooklyn made their

board the William Cook danced till they reached the course.

There were two contests—the pair-oared sculls and the lour-oared gig race. In the pair-oared sculls there were two boats, the Curlew and the Coquette. The Curlew sported the light blue and the Coquette the red colors. On this race the red and blue started off together, but falled to keep so. The reds turned into the river, but managed to get the swash of all the boats in the river.

The blues pulled a stroke of 30 to the minute, and the red, 35; nevertheless, the blue won by steady pulling. After the shell race was over the gig race was on hand, and the competitors were as follows:—The Coquette colors, blue; bow. Charles C. Blossom; No. 2, William B. Cromwell; No. 3, Thomas G. Wells; stroke, John E. Borne; coxewain, Arthur H. Tupper; The Flirt; colors, red; bow, Joseph J. Ashloim; No. 2, Edward P. Whipple; No. 3, William V. Tupper.

This race resulted in favor of the blue, the Cequette. It was a good race as well as the other, and both were far above amateur races generally in point of honor and rowing.

CLERKS AT THE OAR.

A race between a four-oared barge manned by e ployes of Messrs. William H. Lyon & Co. and anothe manned by a crew from the Brooklyn Heights Club took place last evening on the Harlem River. The course was a mile and a half, straight-away, and was rowed over by the victors—the employes of Lyon & Co.—in Ilm. 22a.

THE NORTHWESTERN ROWING AS-SOCIATION.

At the eighth annual regatta of this association, to be held at Tolodo on July 4, 5 and 6, there are two races open to all amateurs. Both of them take place on the 4th, one being for single scullers and the other for fouroared crews. The prizes are offered by the citizens of Toledo, and are valuable enough to attract the attention of crews from all sections of the country. The Western oarsmen have on several occasions made races open to all amateurs, but they have not met with the success in getting visitors from the East that they had expected or desired, and, considering the frequent trips to the East made by Western representatives, they feel that something is due in return. Early notice is given of these two races so that some of our New York clubs can make arrangements for sonding on crewa. The railroad tares are very low at present and the expense is thus materially lessened. It is not necessary for a crew to be long on the course to learn it. The stretch of the Maumee River, on which the course is laid out, is perfectly straight and wide enough to accommodate a dozen boats. The first crew that ventures West and experiences the generous hospitality of the clubs there will feel itself well repaid for the trip, as nothing will be left undone to make its stay pleasant. Entries for the open races do not close until July 3. The full programme of the regatta is as follows:—

First Day, July 4.—1. Pleasure boats. 2. Single sculls (open to all). 3. Four-cared shells (open to all). Senor single sculls. 3. Junior six-cared shells. 4. Senior four-cared shells. 5. Barges.

Trind Day, July 6.—1. Junior single sculls. 2. Senior double sculls. 3. Junior four-cared shells. 4. Senior four-cared shells. 5. Barges.

ROATING NOTES.

# BOATING NOTES.

The Columbia College crew are at Ingrahams, their old quarters on Saratoga Lake. The first college crew on the lake.

The Argonautas' annual regatta will be held on the Fourth of July. A lively time is anticipated.

Tom Kentor and James Reilly, of the Neptune Club,

The Cornell Crew have taken possession of their old place at "the Shanty," on the cliffs of Snake Hill. The opening regatta of the Harlem Rowing Club will take place on the Harlem River on Tuesday, June 27. A fine programme is propared.

The Princeton College crews—University and Fresh

A fine programme is prepared.

The Princeton College crews—University and Freshmen—have already commenced their Saratoga practice work on the lake.

The Executive Committee of the National Association Amateur Oursmen will hold a special meeting in this city on the 28th inst.

The Dauntiess Boat Club are anxious to measure oars with some out of town club. The Triton, of Newark, is the prospective one.

The Athletic Club challenged the New York Rowing Club to a six-oared gig race. The New York declined the challenge.

In the annual regatta of the Cornell navy, on Cayuga Lake, the Cornell University Crew won in 13m. 45s., the Freshmen scored in 14m. Is. The Watkins crew was swamped. The race was two miles straight away. Julian Kennedy, of Yale, will probably pull in the Neptune crew. Kennedy is one of the best scullers in the country.

The Analoostan Club, of Washington, will send a crew to the Centennial regatta. The new fiag of the Analoostans consists of a red ground with a white diagonal bar.

The Spivan Boat Club re-elected W. F. Gannon President; Mr. Carroll was elected Vice President; F. Cooney, Pinancial Secretary; E. Leahy, Recording Secretary; John Farrell, Treasurer; T. Hoolahan, Captain, and E. Byrne, Lieutenans.

The Weleyan crew of the Atalanta Club have gone to Saratoga Lake. P. C. Ackerman, of the Atalantics, Hobbsten, its with them.

The annual regatta of the Passaic Rowing Association will take place on the Passaic River on Wednesday next. All the Newark clubs will be represented in it.

The Fourth of July regatta in Providence, it is expected, will prove a grand success. Every inducement is offered to clubs to send representatives.

Harvard and Yale have taken up their quarters at Springfield to do their last practice work on the river for the great race on next Friday.

The West yan University crew will leave for Saratoga on the 27th. It will be a light crew, but a strong one,

one,
Dartmouth will not be represented in the College regatta this year. This is a matter of regret, as the improvement the Dartmouth boys made in rowing led many to anticipate a good result.

# "FAIR PLAY" ANSWERED.

TO THE EDITOR OF THE HERALD :-

The card in your journal of Wednesday in reference to the Harlem regatta, signed "Fair Play," is such a false statement and does such injustice to the Ataianta Boat Club that I am compelled to reply to it. Now,

the college will regret it. The men and their positions | Mr. Editor, I was on the steamboat William Titta in the shell are as follows: stationed about seventy-five feet below the finish flag, and emphatically deny that the Columbias w aheal and that the collision occurred after passing winning flag. On the contrary, the accident took p when the Atalantas were exactly opposite the mer, and the Columbias about three-quarters length in the rear, and with no chance, in the length in the rear, and with no chance, in the shor distance then to go, to win. A dozen people aroun me, including several ladies, would willingly testify it this fact. "Fair Play" must have been looking through Columbia's especiables, and permit ted his enthusiasin to get the better of his good sense. The Columbia beat was not injured in the least by the collision, as stated by some of the reporters. The Atalania Glub, the oldest in the United States, has done more for boating than any other or ganization in the country, and yet whenever they will it appears impossible to obtain any credit for their victory. I am proud of the Columbias, and hope that they will win at Saratoga, and am confident that they prefer to win fairly on the water and not in the newspapers. I hope that as you have given "Fair Play" hearing you will, in justice to the Atalania Boat Club, give this a place in your valuable journat.

#### A . CHALLENGE.

The undersigned will row any man in America from five to ten miles, any course, for from \$1,000 to \$5,000 a side.

CHARLES McMANUS, Jr.

All communications should be addressed to his trainer, William Steinberger, 124 Mott street, New York.

#### YACHTING.

THE OCEAN RACE TO TAKE PLACE ON MONDAY. The ocean yacht race will be started to-morrow morning from Sandy Hook Lightship. The committee having the matter in charge will leave New York at an early hour on Monday morning on the tugboat Ray-mond from pier 35 North River and proceed to Sandy Hook, where the yachts to take part in the regatts will be waiting. The signals for the start, which will be a flying one, will be given by the committee as follows:-For preparatory signal, lowering of fing and one gun; fifteen minutes later, for the start, No yachts will be taken later than twenty minutes after the second gun. Yachts must pass between the committee boat and the Lightship, at which point time will be taken. Should the committee be absent on the return of the yachts from Cape May the vessels will round the Lightship within 300 yards, leaving her on the port hand, and owners will take the time when she bears southwest, reporting the same to the chairman of the committee or some person previously designated by him immediately alterward.

will be from the Sandy Hook Lightship to and aroune the Five Fathom Lightship off Cape May, leaving her on the port hand, and return to Sandy Hook Lightship, rounding her also on the port hand.

Yachts desiring to enter for this race are requested to avoid all delay by anchoring in the Horse Shoe the night before. The committee propose starting them from the Lightship at as nearly ten o'clock as practicable.

	SCHOONERS.		
		Mean I	length,
Name.	Owner.	Fe	et.
America	General Butler		100
Alarm	Commodore G. L.	market may	
	Kingsland		117,08
	SLOOPS.	11112010	
Gracie	J. R. Halsey		68.73
Arrow	Daniel Edgar		63.60
Vinday	R. Centro		59, 50
	H. L. Willoughby		
Kate	G. F. Randolph		49.37
	ner Tidal Wave, William Voo		
peared upon	the list, but was not given to	the H	ERALD
reporter by	ir. Haight as among the final	entrie	
Self Self-Self-Self-Self-Self-Self-Self-Self-	CLASSIFICATION.	STATE OF THE PARTY OF	SQUE.

Schooners—First class, those measuring more than 90 feet over all; second class, those measuring 90 feet over all and under. Sloops—One class, 15 tons and upward. There will be no restrictions as to sails. No ballast shall be shifted and the owner of each vessel is bound in honor to use all diligence to see this regulation rigidly enforced. The committee also reserve the right to place a competent person on each yacht.

THE AMARYLLIS BULED OUT.

The Centennial Regatta Sub-Committee, Messrs. John M. Sawyer, O. E. Cromwell, M. R. Schuyler and Sidney W. Knowles, yesterday considered the protest of the Captain of the yacht Clara S. against the entry of the Captain of the yacht Clara S. against the entry of the catamaran Amaryllis in the third class in Friday's regatta. Mr. Herrishoff, the builder and owner of the singular vessel, was present, and heard the discussion. It was finally sottled by a vote to rule her out of the race, but to recommend the Centennial Committee to grant her a dipioma and a certificate that she had attained the highest rate of speed ever made by a vessel of her length. There was a good deal of tun made of the vessel, which consists of a flexible platform stretched across two air-tight cigar-shaped hulls. "You have no convenience for living on board your catamaran," said a gentleman to Mr. Herrishoff. "Yes we have," replied that gentleman, "she carries a camp stool."

THE INTERNATIONAL CONTEST.

Yesterday afternoon a meeting of the New York Yacht Club Committee was held at Commodore Kings-land's office to select a yacht to sail against the Lady Dufferin in the international contest to ta were mentioned in this connection, but as they were not available for the dates mentioned, it was decided to agree upon the Madeleine (Commodore John S. Dickerson) schooner, Brookiny Yacht Club. The race on the 10th will be over the New York Yacht Club course; that on the 12th will be twenty miles to windward from the Lightship and return. The course for the 14th is not decided upon.

The schooner yacht Mohawk, W. T. Garner, from New London, arrived at Newport yesterday morning after a run of three and a half hours. Also arrived at Newport, sloop yacht Pirate, Ross R. Winans, from this city.

Mr. Harvey J. Flint, commodore of the Providence (R. I.) Yacht Club, has presented his club with a hand-some challenge cup, to be salled for at an early date. It is made of black walnut, in the centre of which is a capstan. On the sides are the figures of two sailors. On the top of the capstan is the cup proper, of a very peculiar shape. On the side of the body is a truthfully engraved representation of a yacht race. On the reverse side is the inscription, "Harvey J. Flini Challenge Cup." Above and below this are wreaths of laurels. The cover is surmounted by Rhode Island's symbol—an anchor, which is the appropriate finish of this rare piece of workmanship. It was designed by the treasurer of the club, E. J. Anderson.

The annual review of the South Boston Yacht Club

yachts participating.

The yachts Comet, Lurline and Sea Witch are anchored off the Manhauset House, Sheiter Island.

The following yachts passed Whitestone, L. I., yes terday:—Dreadnaught, N.Y.Y.C., Mr. C. J. Osborn, from New York, cruising eastward; Meta, N.Y.Y.C., Mr. Iselin, from New York, for New Rocchelle; Made-

Mr. Iselin, from New York, for New Rocaelle; Rade-line, Brooklyn Y.C., Commodore Vorhies, from New York, for Newport; America, Boston Y.C., General Benjamin F. Butler, from Boston for New York; Es-telle, N.Y.Y.C., Mr. J. D. Smith, from New York, for the enstward; Amaryllis, Mr. N. Herreshoff, from New York, for Providence.

# THE DORY CENTENNIAL

YARMOUTH, N. S., June 24, 1876. The dory Contennial, from Gloucester, Mass., fa Liverpool, was spoken June 22 off Seal Island, N. S. All was well.

# EXODUS TO EUROPE.

Quite a large number of distinguished persons left port yesterday for Europe on the different ateamera. On the Mozel, President Jewett, of the Eric Railroad, will be compagnon de voyage of Judge Shipman and a party of five bachelors.

Olive Logan and Ber Bushing tames on the Amesteamer.

Among a number of gentlemen who were on board the steamer Britannia, of the White Star line, to say goodby to the new American Minister to the Court of St. James, were John A. C. Grey, Marahail O. Roberta, General Grant Wilson, N. M. Beckwick, Judge Van Voorst, Francis A. Stout and William J. Hoppin, the new Secretary of Legation to England.

On the same steamer sailed Mr. D. S. Appleton, of the well known publishing firm; Mra. Appleton, Mins E. Appleton and Mr. D. S. Appeton, Jr., and also Mr. Paul Du Chailiu. There are in all 165 cohin pussengera. The Egypt, of the National line, certied over 105 cabin passengers; the French line steamer St. German, 186, and the California and Elysia, the two steamers of the Anchor line, 84.

EXCHANGING NAVAL SALUTES.

The United States sloop-of-war Brooklyn arrived this port late on Thursday night, and early yester morning was the recipient of the customary salute for the Minnesota. The salute was returned, and for it half an hour the harbor echoed with the booming cannon.